

## MIDDLEBURY REGISTER

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FRIDAY, AUGUST 29, 1913.

## VERMONT LEADS ALL STATES.

## Is First in Marble, Granite and Asbestos Production.

The latest of the Merchants' association dinners was held Thursday noon in the roof garden of the Hotel Vermont, with an attendance of close to forty Burlington business men and an unusual display of interest and enthusiasm. T. B. Wright, president of the association, occupied the chair, and Walter H. Crockett, speaking on the work of the State publicity department told the merchants in fifteen minutes more facts to the credit of Vermont than they could repeat in an hour.

The dinner served by the hotel was all that could be desired and then some. A delicious feature was a quantity of green corn of the good old "golden bantam" variety, which came as a gift from the gardens of C. P. Cowles and J. E. Tracy.

Mr. Crockett, who has done much of the writing in publications of the publicity department, was full of interesting facts about Vermont. By way of introduction, he spoke of the conception of Vermont as a rough, uncultivated State where rustics lounged about with straws hanging out of their mouths, ejaculating "By Heck" at frequent intervals, and dwelt upon the need of the right sort of publicity.

He spoke of the wealth, as yet undeveloped, in the summer tourist business, in our water-powers, and agricultural and industrial possibilities. He quoted the exclamation of Governor Hughes as the steamer bore him into Burlington harbor one sunny day: "I have seen nothing finer in Switzerland."

In the course of his talk he stated a number of interesting facts about Vermont's resources and production. Vermont is first among all the States in the production of marble, granite and shales, and in the two last mentioned products vast stores are yet to be uncovered. Vermont is second in the production of tale and slate. In an agricultural way the State is no less distinguished. From 1870 until 1909 Vermont led the United States in the production of corn to the acre. In pounds of butter per capita and pounds per farm Vermont leads the rest of the country. In the quality of its apples it is superior to the great fruit growing state of Oregon and has the further advantage of being near the great markets. Within five hundred miles of Montpelier, the geographical center of the State, is an urban population of over 21,000,000. In other words half the city dwellers of the country live within easy access of Vermont farms and farm produce, and within a comfortable distance of Vermont's lakes and mountains.—Burlington Free Press, Aug. 22.

## EDISON, PROGRESSIVE GENIUS, CALLS COL. ROOSEVELT "A PILLAR OF FIRE"

## Says Former President is Only Man in Country Who Can Solve Present Social and Economic Problems.

Lowell, Aug. 25.—"Theodore Roosevelt is the only man in the country who can solve the complications of the present social and economic system—complications which have been gathering for a long time.

"I am a Progressive, and I think that every man should be."

In these words today Thomas A. Edison "the Wizard of Menlo Park," made his confession of political faith. The famous inventor remained here last night in the course of an automobile trip to Monhegan, Me., where he will spend a few days' vacation with Mrs. Edison.

Enthusiasm for the Progressive cause and confidence in its leader was apparent in his manner when Roosevelt's name was first mentioned by a Journal reporter.

"I believe in him; I always have, and I always shall," he declared.

"And I believe in the Progressive party," he continued. "True progress is impossible in a nation if its citizens do not take an active part in the government, even if that part is nothing more than going to the polls. I am a Progressive in politics because I believe that no advance is possible without changes.

The Republican and Democratic parties stand for the same ideas they have

stood for for years. And that means that both stand for the same thing. In its way of thirty years the Republican party produced a crop of grafters and persons who worked for their own selfish interests.

"Graft can never be eliminated except by a new birth in politics and a new life in politics. Progressive principles mean that a new era is dawning in our government."

Mr. Edison talked freely and rapidly. When The Journal reporter first began to question him he urged that the reporter "get on his good side."

"You know I don't hear very well with one ear," he explained. "Just sit over there, and I think we can talk better."

He turned toward the reporter and watched his lips as he asked the questions, as though to aid in understanding them by lip-reading.

"The Democratic party is making a lot of noise," he said. "But I think that it is making the noise to divert attention from its purposes. I believe that it is just as selfish at heart as the Republican party has been."

"There are, however, a few men in public life who are trying to better conditions, and among them one stands out as a pillar of fire. You know the man I mean—Theodore Roosevelt—a solid man, an honest man, and a progressive man."

"He has been under fire for twenty years, and not one shaft of the many hurled at him by his enemies has struck a vulnerable spot. The crooked politicians and the scavenger have tried, as the phrase is today, 'to put something over on him' and they have failed miserably."

He rose and walked to the window, to see whether his car had been made ready for the start to Monhegan. It had not driven up, and he resumed his conversation taking as his topic the trust question.

"Roosevelt's method of curbing the trusts is the only practicable one," he declared. "There are trusts both good and bad. Government control will mean the end of those that conspire against the public good."

"But it must be borne in mind that the more effective is the organization, the less will be the expense of production, and consequently the more the consumer will benefit—always provided that government supervision is exercised. One big company, with its machines all running, can operate better and produce more at less cost than a host of smaller companies with imperfect methods and inadequate means of production. The Roosevelt plan is to eliminate the bad features of trust organization and to promote its good features."

Mr. Edison then remarked that he had slept eight hours the night before—nearly twice the amount of sleep that he usually gets. He was in the best of spirits, and declared that he heartily appreciated the opportunity to take a vacation—the first he has had in three years.

"I can only allow myself a few days," he said. "For I am now working on a talking machine that is to be absolutely without any purring or other sounds due to friction in the mechanism. I really don't need a vacation very badly, but it is good to get into the country for a short time."

His appearance indicated that he had not suffered from his close attention to his work at Menlo Park, for he appeared to be in the best of health.

"I believe that if I were to live 100 years electricity would still have before it boundless possibilities," he continued. "I have been working on storage batteries, as you know for many years. In the near future I believe that storage battery electricity will very largely replace gasoline as a source of power for delivery vehicles."

The Journal reporter then questioned Mr. Edison regarding the modern dances and the styles of the present year.

"It's not a sign of moral deterioration," said the inventor. "Such waves come and go. They are hard to account for, but they never last long. They express a peculiar mental condition, for they are here today and gone tomorrow. The adverse comment with which they are generally received shows that they will not be permanent."—Boston Journal.

## ADVOCATES INCREASE IN AUTOMOBILE TAX.

## Jefferson de Mont Thompson Urges Car Owner to Co-operate with Authorities.

Declaring that almost every part of Europe has become within the present season unfit and unsafe territory for American automobilists, Jefferson de Mont Thompson, who has just returned from a Continental tour, stated that a radical change on the part of American car owners and drivers toward the State Governments was the only thing that could prevent a similar situation here.

Instead of trying to weaken State control and to keep down the tax on cars, he declared that it was time for automobilists to join in making the taxes higher and the laws and penalties more rigorous for bad driving, allowing cars to smoke, and disregarding the rights of pedestrians and wagon drivers on country roads.

Mr. Thompson is a member of the Automobile Club of America and once was holder of a Vanderbilt Cup. He has spent his last five summers touring Europe, but does not intend to try it again until conditions change.

He said the new trouble over there was due to the fact that the automobile associations have persistently failed to tell the Government the truth about many things. The result has been that the authorities have investigated for themselves, and in strengthening the laws have acted in the belief that car owners would not co-operate with them.

"There is a tax on everything this year," he said, "a tax on your lamps, on your spare parts, on your spare tires, on your horse power, and on your seating capacity."

"In some cases the taxes are punitive, but mostly they have been levied to raise funds to rebuild the hopelessly ruined European roads that for centuries have been the pride of several Governments."

"What the automobilists did to deceive the Governments for a time was to claim loudly that the automobiles did not harm the roads—that the wide tires really benefited them, and that the narrow tired wagons really did the harm that each year became more visible."

"Well, when the government began really to look into it they found the finest boulevards so bad that one's teeth would almost be shaken out in any riding of over twenty miles an hour. It is so in the Bois de Boulogne. It is so everywhere, and I find it on my travels exactly so in our own Central Park."

"Commissioner Stover, I understand, is now asking for several hundred thousand dollars to repair the Park roads. He hasn't learned the whole truth yet; the roads can never be repaired. They have got to be rebuilt from the bottom up, and after they are thus built it will have to be done all over again in a year or two."

"The automobilist must admit the fact and work in harmony with it, that automobiles do ruin roads and that the cost of keeping them in condition is a proper charge against the business of running cars either for pleasure or for sport."

Mr. Thompson made his statements to the officers of the National Highway Protective Society for the purpose, he said, of letting them know the exact condition abroad and the reasons which brought these conditions about.

Mr. Thompson said that the original draft of the automobile law now in force in this State contained many provisions that automobilists succeeded in eliminating in the mistaken idea that they were thus helping their cause. He said the provision requiring owners to be licensed was one of these.—New York Times.

## Auto Claims Two Victims.

Two serious automobile accidents occurred within the city limits Saturday one of which may result in the death of its victim, while the other will probably cause a young man to lose one of his legs.

Sophia M. Tarkowitz, 7 years old, of 10 Albion street is near death at the City hospital, from a fracture of the skull received when she was struck by an automobile truck owned by the Castle Square Transportation company near Castle square. The driver of the machine was Charles E. Malloy of 28 Rogers street, South Boston, who was arrested. The little girl was crossing the street when struck. In addition to the injuries to her head, her leg was broken.

The victim of the other accident was Albert A. Soule, 19 years old, of 1506 Dorchester avenue. He was employed as a helper on an ice wagon that was struck by an automobile owned by Dr. Antonio D. Roberts of 32 Gaston street and driven by Phillip Sassoni. The accident occurred before daylight on Massachusetts avenue while the doctor was on his way to make a professional call. Young Soule was taken to the City hospital, and the physicians there fear that they will be obliged to amputate his left leg.—Boston Herald.

## Five Killed in Auto.

Chicago, Aug. 24.—Five persons were killed and three badly hurt tonight when an automobile in which they were riding was struck by the Hoosier Limited train on the Chicago, Indianapolis & Louisville railroad, one mile north of St. Johns, Ind. The dead are:

Alexander Rubin, a merchant, his wife and two-year-old daughter.

Mrs. Leo Rubin, wife of the injured man.

Leo Rubin, Jr., six-year-old son of Mrs. Leo Rubin.

Leo H. Rubin, a merchant, Isadore Schiller, a real estate dealer, and Miss Amanda Kahn were badly cut and bruised.

The automobile was owned and driven by Schiller. The party was returning from visiting several summer resorts and the machine was being driven slowly, according to Schiller. All who were killed were riding in the tonneau, while those riding in front escaped death.

Schiller apparently started to cross the track without noticing the approach of the train, which was late and was running at high speed.

## Rutland Fair.

All arrangements completed and the management promise a Fair to equal or exceed last year. Fair September 1, 2, 3, 4, 5.—adv.

## Loses Leg in Auto Crash.

When an automobile owned by Dr. Antonio D. Roberts, of 32 Gaston st., and operated by his chauffeur, Phillip Sassoni, crashed into an ice-cart on Massachusetts ave., Albert A. Soule, 19, of 1506 Dorchester ave., was thrown under the cart and received injuries which will necessitate the amputation of his left leg.

Both vehicles were going in the same direction when the collision occurred. Soule who is a helper on the cart, was removed to the City Hospital, where it was discovered that the forward wheel of the cart had passed over his left leg after he had been thrown out.—Boston Record.

## Run Down by Auto.

While crossing Fulton street at Brooklyn avenue on his way to buy some paint at a near by store, Philip Goodfleisch, a retired liquor dealer, 58 years old, of 152 Decatur street, was knocked down and injured by an automobile driven by William J. Murphy and owned by P. H. Horan of Tilden avenue, Flatbush. Goodfleisch was taken to St. John's Hospital suffering from internal injuries, a fractured left leg, and an injury to his spine.

His 13 year old son, Arthur, who accompanied him, but who escaped injury, said that the machine was moving at a rapid rate of speed when the accident occurred.—Brooklyn Eagle.

## Killed While Testing Car.

Mineola, L. I., August 21.—A. W. Blandell of 309 Prospect street, Long Island City, who is an expert tester of automobiles was killed here last evening in an automobile wreck probably due to excessive speeding on a road on which there was considerable sand.

Blandell was trying out a low racer type and was on the Greenvale road. It was nearly dark, and while hurrying toward Glen Cove his car skidded on the sand and turned over. Blandell was thrown against the car with great force and later struck the ground. He died before reaching the Nassau Hospital.

Blandell was 28 years old. In his pocket was an identification card.

## Fatally Hurt in Auto Overturn.

Attleboro, Aug. 23.—John W. Cody, a prominent jeweler of this city, was probably fatally injured when his auto went over a 20-foot embankment on South avenue, in this city, last night. J. C. Colbert of South Attleboro, in a machine just ahead, suddenly heard a crash and, upon investigating, found Cody pinned under his machine, unconscious.

Colbert carried Cody to a hospital, where the doctor who attended him said that Cody was in a very critical condition.

Colbert's automobile was badly wrecked. The cause of the accident is unknown.

## Automobilist Dies of Injuries.

James S. Gregg, aged 50 years, once prominent in sporting circles in Pawtucket and Providence, R. I., died August 16, at the Corby hill hospital in Brooklyn, Mass., from the effect of injuries received in an automobile accident near Wilmington August 16.

The car in which Mr. Gregg and family were riding collided with another. Other members of the party were badly shaken up.

## D. A. R. Dedicate Marker.

An eventful day in the history of Hands Cove chapter, D. A. R., was Saturday, August 16, when a marker was dedicated to Thomas Rowley, poet and soldier, born in Shoreham and whose remains lie in the cemetery on the Douglas farm in the western part of the town. Mary Baker Allen chapter, D. A. R., of Cornwall were guests on this occasion and at noon a picnic lunch was served to nearly two hundred people seated at tables in the grove between the Congregational church in Shoreham and Soldiers' monument. After the inner man had been satisfied the assembly was called to order by the regent, Mrs. Delano, who in well chosen words extended a welcome to all friends of the chapter gathered here today. This was responded to by Mrs. C. H. Lane, regent of Mary Baker Allen chapter, in a most pleasing way and thanked Hands Cove chapter for the courtesies extended. A sketch of Rowley's Life, written by N. B. Douglas, a former resident and read by Mrs. Stowell Witherell, was first on the programme and was followed by the reading of some of Rowley's amusing poems by Mrs. F. E. Platt.

The regent then introduced Judge C. I. Button of Middlebury, who delivered an historical address, which was both instructive and entertaining, as he reviewed the days when Rowley lived and the Battle of Bennington was fought on the date which this anniversary marks. Mrs. Charles Stay read a humorous poem, "The Hoodoo," and the regent called upon the Rev. George French for a few remarks and he responded most ably. Mrs. M. M. Platt, ex-regent of the chapter, spoke briefly as did Mrs. C. N. North, ex-state regent, and the exercises closed by singing "America."

NELLIE PLATT PREBLE, Historian.

## The Big Rutland Fair.

Sept. 1, 2, 3, 4, 5 Very little money paid out for advertising but more than ever for attractions.—adv. 28tf.

## NEW POTATO DISEASE.

## Silver Scurf Is Spreading Rapidly.

Infected Tubers Must Be Rejected. A new disease, silver scurf (Spondyliodactylus atrovirens harz), has recently been introduced from Europe and is spreading rapidly in our eastern states, says a recent bulletin of the United States department of agriculture.

This disease is marked by dark areas on the skin of the tuber, which on close examination may be seen to be



Photo by United States department of agriculture.

POTATO AFFECTED WITH SILVER SCURF. (The lower part of this tuber is affected; the upper normal.)

spotted with fine black points. This fungus does not produce a decay of the potato, but after the skin is killed there is a rapid loss of moisture, and the tubers shrivel and take on a silvery appearance, greatly depreciating their market value.

This fungus is apparently not killed by seed disinfection; therefore all infected potatoes must be rejected.

## USE ALL THE CORN.

Silo Makes Available Feeding Value of Stalk as Well as Ear.

By the use of the silo and harvesting the corn plant for silage the feeding value of the plant is increased from \$10 to \$12 per acre. It is estimated that 60 per cent of the feeding value of the corn plant is in the ear of corn and 40 per cent is in the stalk.

If a field of corn which would make forty bushels per acre is harvested in the usual way of gathering the corn and leaving the stalk stand we have harvested only 60 per cent of the crop. The forty bushels of corn at 50 cents per bushel are worth \$20, but if the stalks have two-thirds the feeding value of the grain the stalks are worth from \$10 to \$12 or \$15 per acre, depending upon the quality of the crop and the condition they are in when harvested for silage.

If the stalks are left in the field they have a feeding value of from \$1 to \$1.50 or \$2.50 per acre. This decreased value of the cornstalk when left in the field is due to the fact that when the stalk is left standing it loses its moisture and the fiber becomes hard, woody and indigestible.

It is therefore evident that to obtain the maximum feeding value of the corn crop it should be harvested and made into silage and that the use of the silo will increase the feeding value of the corn plants from \$10 to \$12 per acre.—Roy C. Potts, Department of Dairy Husbandry, Oklahoma A. and M. College.

For dyspepsia, our national ailment, use Burdock Blood Bitters. Recommended for strengthening digestion, purifying the blood. At all drug stores. \$1.00 a bottle. adv.

## THE GRANGE

Conducted by  
 J. W. DARROW, Chairman, N. Y.  
 Editor of the New York State Grange Review

## NATIONAL GRANGE MATTERS.

Work Is Progressing Finely—New States Are to Be Organized.

National Master Wilson is more than busy these days with national grange work. There is a great demand on him from newspapers, agricultural papers and members of the Order for information concerning the present work of the Grange, plans for the future and a thousand and one things that he is supposed to know about. His letters for information cover not only grange matters, but many other subjects. Some want differences settled, some ask for information about long lost relatives, some want to know what crops to plant, and the latest inquiry was from a good Patron in Maryland who wanted to know what crop would be best for a stump patch of an acre that he had partly grubbed.

The national master has been putting in some good work in Montana and Colorado, and he reports these states as growing in enthusiasm and interest as to grange endeavor. It was decided to call off organization work on April 15 under past regulations and to begin work under the new system, by which an organizer receives a stated sum for each grange organized instead of a per diem. Mr. Wilson will attend the meeting of the state grange of Oregon on the urgent invitation of its state master. An organizer is at work in Wyoming, and another will be in North Dakota when the season for work arrives.

Calls for organizers have come from other states, but it is the national master's plan to bring in not more than two new states a year unless conditions are very favorable. Virginia may be possibly undertaken this year. A very late letter received from a member of the Order who is going to Maine to be connected with the agricultural education and development of that awakening republic asks for a commission to organize granges in that far-off land.

The national grange executive committee paid the funeral expenses of the late "Father" Kelley and also directed that \$100 be given to his daughters to relieve any immediate needs. The executive committee of the national grange met in Albany and made complete arrangements for the national grange meeting at Manchester, N. H., in November. That city and the enthusiastic Patrons of New Hampshire "offer everything" to make the session one of unusual interest to the Order, and it is believed that railroad rates will be very satisfactory and that they will be announced about May 1.

New Hampshire and Maine. During the year ended December, 1912, the New Hampshire state grange conferred the sixth degree on 1,452 persons. This was accomplished by holding special meetings for the purpose in different counties of the state. Maine did still better, but that was some time ago (1901). In eleven months the sixth degree was conferred on 3,030 Patrons.

## Children Cry FOR FLETCHER'S CASTORIA

## MORGAN STALLIONS

## SCOTLAND

SCOTLAND 5251. A rich chestnut; two white stockings behind; 1700 pounds; foaled June 25, 1906. Bred by Joseph Battell, got by General Gates, 666, son of Denning Allen, 74, by Honest Allen, 73, son of Ethan Allen, 50; dam Highland Mary (Registered Vol. 1), bred by E. Hasbrook, Benson, Vt., foaled the property of Joseph Battell, got by Lambert Chief, 1889, son of Daniel Lambert, 63, by Ethan Allen, 50; 2d dam Jessie Benson, (Registered Vol. 1), (dam of Mattie C. 2023-3-4) bred by M. Cullen, Wells, Vt., got by Highland Gray, 94, (2-28), son of Darkey, 93, by the Rounds Horse, 92 son of Black Hawk, 30.

## BEN LOMOND

Full Brother to Scotland.

BEN LOMOND, 3000. A beautiful, rich dark bay with star and white hind ankles. Five years old this spring.

## Motion 2d, 5665

Chestnut, strip in face, three white ankles, 15 1-2 hands, 1020 pounds, foaled 1909; bred at Bread Loaf Stock Farm; got by Victor 5500, son of General Gates, 666; dam Marguerite, chestnut, got by White River Morgan, 482, son of Neshobe, 481, by Rutland Morgan, 479; 2d dam by Crocker Horse, 1877, son of Plato, 167, by Black Hawk 20; 3d dam by Churchill Horse, 1081 son of Black Hawk, 20 Motion 2d is a very elegant young horse with most remarkable trotting gait.

## Vermont, 5650

Got by Gen. Gates; dam Maid of Orleans, got by Norris M 5235, son of Molock 4800, by Stranger 100, son of Gen. Washington 76, by Gen. Knox 65.

Will be kept this season at the Bread Loaf Stock Farm Middlebury, Vt.

## TERMS

Scotland, \$25. Ben Lomond, \$15. Motion 2d, \$15. Vermont \$15.

With Privilege of Return if Mare Does Not Prove in Foal Middlebury, Vt., April 4, 1913.